Exhibit F – Declaration of Michael Ayo

UNITED STATES DISTRICT COURT
NORTHERN DISTRICT OF GEORGIA
ATLANTA DIVISION

ELIZABETH BECKLEY, Plaintiff, v. CITY OF ATLANTA, Defendant.	Case No. 1:16-cv-01435-MHC

DECLARATION OF MICHAEL AYO

Pursuant to 28 U.S.C. § 1746, I hereby declare as follows:

1. I am currently employed by the City of Atlanta (the "City") as a Bridge Engineer with the Department of Public Works ("DPW"). I have more than twenty (20) years of experience as a civil engineer, and I have been employed by the City since 2015.

2. I am the designee of the DPW Commissioner pursuant to 28 C.F.R. § 35.150(a)(3). In that capacity, I have assessed whether Americans with Disabilities Act ("ADA") compliant sidewalk ramps can be installed at the

intersection of Centennial Olympic Park Drive and Martin Luther King, Jr. Drive in Atlanta, Georgia.

3. Centennial Olympic Park Drive and Martin Luther King, Jr. Drive converge at a bridge, which is where the intersection at issue is located.

4. The roadway surface of the bridge at Centennial Olympic Park Drive and Martin Luther King, Jr. Drive is concrete, not asphalt. The City does not resurface concrete roadways because the concrete surface is very resilient and does not wear out as often as asphalt roadways.

5. The bridge located at Martin Luther King, Jr. Drive was constructed in 1961. (See Exhibit F-1 attached hereto). I have concluded that the installation of ADA sidewalk ramps would require a major redesign of the intersection to bring it into compliance with ADA requirements.

6. From an engineering standpoint, the installation of ADA compliant sidewalk ramps at the intersection is structurally challenging because the sidewalks are cantilevered, which means that they are not fully supported.

7. Cantilevers must be firmly anchored on one side in order to hold up the necessary weight on the free standing side. A common example of a small cantilever is a diving board because one side is firmly attached to the ground so that the other side can hold a person's weight suspended over the water.

8. To support the bridge and the sidewalks along Martin Luther King, Jr. Drive, rebars (i.e., steel rods) are embedded inside the concrete. Because the rebars are located below the bridge deck, it is a structural challenge to cut through the rebars.

9. Once the rebars are cut, the cantilevered sections of the bridge, which are supported by the rebars, are in danger of collapsing. Even if one section of the bridge collapsed, the bridge would no longer be safe for pedestrian and vehicle traffic.

10. To ensure ADA compliant sidewalk ramps are safely installed at the intersection, I collaborated with the local engineering firm of Burns McDonnell to redesign the intersection at issue. (See Exhibit F-2 attached hereto).

11. Given the unique safety risks posed by cutting through the existing bridge's rebars to install ADA compliant ramps, the ramps will be installed at the time the bridge at Martin Luther King, Jr. Drive is replaced.

12. Generally, it takes approximately two years for the completion of a bridge from the design phase to actual construction.

13. Although construction completion dates cannot be guaranteed, the bridge at Martin Luther King, Jr. Drive is expected to be replaced by 2018.

14. For the foregoing reasons, it is my professional opinion that the installation of ADA compliant sidewalks at the intersection of Centennial Olympic Park Drive and Martin Luther King, Jr. Drive as it currently exists would fundamentally alter the City's services, programs, or activities and/or would impose undue administrative and financial burdens on the City.

I declare under penalty of perjury that the foregoing is true and correct.

Signature:

Michael Ayo

Michael Ayo

Executed on the 26th day of April, 2017.

Exhibit F-1

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0391-0 — Fulton Area 7 — SUFF. RATING 64.88

Location & Geography

•	Structure I.D.No:	121-0391-0
	200 Bridge Information	07
•	6A Feature Int:	NS RR-CS 3435 MANGUM
•	6B Critical Bridge:	0
•	7A Route Number Carried:	CS00904
•	7B Facility Carried.	MLK JR. DRIVE
•	9 Location:	IN ATLANTA
	2 DOT District:	7
	207 Year Photo:	2011
•	91 Inspection Frequency:	24 Date: 02/15/2011
	92A Fract Crit Insp Freq:	12 Date: 02/15/2011
	92B Underwater Insp Freq:	00 Date: 02/01/1901
	92C Other Spc. Insp Freq:	00 Date: 02/01/1901
•	4 Place Code:	04000
•	5 Inventory Route (O/U):	1
	Type:	5
	Designation:	1
	Number:	09134
	Direction:	0
•	16 Latitude: 33-45.2735	MMS Prefix:
•	17 Longitude: 84-23.8183	MMS Suffix: MP: 0.00
	98 Border Bridge: 000	%Shared: 00
	99 ID Number: 000000000000000	
•	100 STRAHNET: 0	
	12 Base Highway Network:	1
	13A LRS Inventory Route:	1213379003
	13B Sub Inventory Route:	0
•	101 Parallel Structure:	N
•	102 Direction of Traffic:	2
•	264 Road Inventory Mile Post:	001.29
•	208 Inspection Area: 07	Initials: JPD
	Engineer's Initial: sgm	

• Location I.D. No.: 121-09134M-002.92E

•	104 Highway System:	0
•	26 Functional Classification:	16
•	204 Federal Route Type:	M No.: 09134
	105 Federal Lands Highway:	0
•	110 Truck Route:	0
	206 School Bus Route:	1
	217 Benchmark Elevation:	0000.00
	218 Datum:	0
•	19 Bypass Length:	01
•	20 Toll:	3
•	21 Maintenance.	04
•	22 Owner:	04
•	31 Design Load:	5
	37 Historical Significance:	5
	205 Congressional District:	05
	27 Year Constructed:	1961
	106 Year Reconstructed:	0000
	33 Bridge Median:	0
	34 Skew:	99
	35 Structure Flared:	0
	38 Navigation Control:	N
	213 Special Steel Design:	0
	267 Type of Paint:	5
•	42 Type of Service on:	5
	Under:	4
	214 Movable Bridge.	0
	203 Type Bridge:	Z-N-N-O
	259 Pile Encasement:	3
•	43 Structure Type Main:	4 02
	45 No. Spans Main:	025
	44 Structure Type Appr:	1 04
	46 No. Spans Appr:	0001
	226 Bridge Curve Horz:	1 Vert: 1
	111 Pier Protection:	0
	107 Deck Structure Type:	1
	108 Wearing Surface Type:	1
	Membrance:	0
	Protection:	8

Signs & Attachments

	225 Expansion Joint Type.	04
	242 Deck Drains:	3
	243 Parapet Location:	0
	Height:	0.00
	Width:	0.00
	238 Curb:	0.80 1
	239 Handrail:	5 5
•	240 Median Barrier Rail:	0
	241 Bridge Median Height:	0.00
	Width.	0.00
•	230 Guardrail Loc. Dir Rear.	0
	Fwrd:	0
	Oppo Dir Rear:	0
	Fwrd:	0
	244 Approach Slab:	1
	224 Retaining Wall:	0
	233 Posted Speed Limit:	25
	236 Warning Sign:	0
	234 Delineator.	0
	235 Hazard Boards:	0
	237 Utilities Gas:	00
	Water:	24
	Electric.	24
	Telephone.	00
	Sewer.	00
	247 Lighting Street.	1
	Navigation	0
	Aerial.	0
•	248 County Continuity No:	00

Report Date: 1/17/2012 — SIA: 1

BeckJey-COA000255

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 121-0391-0 Fulton Area 7 SUFF. RATING 64.88

Programming Data

201 Project No.: UNKNOWN
202 Plans Available: 0
249 Prop. Proj. No. 0000000000000000
250 Approval Status: 0000
251 P.I. No.: 0000000
252 Contract Date: 02/01/1901
260 Seismic No.: 00000
75 Type Work: 00 0
94 Bridge Imp. Cost: $ 0
95 Roadway Imp. Cost: $ 0
96 Total Imp Cost: $ 0
76 Imp. Length: 000000
97 Imp. Year: 0000
114 Future ADT: 014235 Year: 2027

Hydraulic Data

215 Waterway Data
Highwater Elev.: 0000.0 Year: 1900
Avg. Streambed Elev.: 0000.0 Freq.: 00
Drainage Area: 00000
Area Of Opening: 000000
113 Scour Critical: N
216 Water Depth: 00.0 Br. Height: 00.0
222 Slope Protection: 0
221 Spur Dikes Rear: 0 Fwrd: 0
219 Fender System: 0
220 Dolphin: 0
223 Culvert Cover: 000
Type: 0
No. Barrels: 0
Width: 0.00 Height: 0.00
Length: 0 Apron: 0
* 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 121-09134M-002.92E

Measurements

* 29 ADT: 009490 Year: 2007
109 % Trucks: 0
* 28 Lanes On: 05 Under: 02
210 No. Tracks On: 00 Under: 07
* 48 Max. Span Length: 0173
* 49 Structure Length: 2,195
51 Br. Rwdy. Width: 56.30
52 Deck Width: 74.30
* 47 Tot. Horz. Cl: 56.30
50 Curb/Sdewlk Width: 8.00/8.00
32 Approach Rdwy Width: 072
* 229 Shoulder Width:
Rear Lt: 8.00 Type: 1 Rt: 8.00
Fwrd Lt: 8.00 Type: 1 Rt: 8.00
Pavement Width:
Rear: 56.00 Type: 2
Fwrd: 56.00 Type: 2
Intersection Rear: 1 Fwrd. 1
36 Safety Features Br. Rail: 2
Transition: 0
App. G. Rail: 0
App. Rail End: 0
53 Minimum Cl.Over: 99 ' 99 "
Under: H 23 ' 05 "
* 228 Min. Vertical Cl
Act. Odm Dir: 99 ' 99 "
Oppo. Dir: 99 ' 99 "
Posted Odm. Dir: 00 ' 00 "
Oppo. Dir: 00 ' 00 "
55 Lateral Undercl. Rt: H 12.00
56 Lateral Undercl. Lt: 0.00
* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
39 Nav Vert Cl: 000 Horz: 0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main: 7.00
Deck Thick Approach: 7.00
246 Overlay Thickness: 0.00
212 Year Last Painted: Sup: 1996 Sub: 1996

Ratings

65 Inventory Rating Method: 2
63 Inventory Rating Method: 2
66 Inventory Type: 2 Rating: 36
64 Operating Type: 2 Rating: 61
231 Calculated Loads
H-Modified: 20 0
HS-Modified: 25 0
Type 3: 28 0
Type 3s2: 40 0
Timber: 36 0
Piggyback: 00 0
261 H Inventory Rating: 20
262 H Operating Rating: 32
67 Structural Evaluation: 5
58 Deck Condition: 5
59 Superstructure Condition: 6
* 227 Collision Damage: 0
60A Substructure Condition: 5
60B Scour Condition: N
60C Underwater Condition: N
71 Waterway Adequacy: N
61 Channel Protection Cond: N
68 Deck Geometry: 2
69 UnderClr. Horz/Vert: 7
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
41 Struct Open, Posted, Cl: P
* 103 Temporary Structure: 0
232 Posted Loads H-Modified: 13
HS-Modified: 00
Type 3: 28
Type3s2: 36
Timber: 00
Piggyback: 00
253 Notification Date 02/01/1901
253 Fed Notify Date: 02/01/1901 0

Report Date: 1/17/2012

Exhibit F-2

GENERAL NOTES

1. THE EXISTING SITE UTILITIES AND FEATURES SHOWN ARE BASED ON A FIELD RUN TOPOGRAPHIC AND BOUNDARY SURVEY PERFORMED BY GRANT SHEPHERD AND ASSOCIATES, INC. IN DECEMBER 2016.
2. ALL DIMENSIONS, ELEVATIONS, AND STATIONS ARE IN FEET UNLESS INDICATED OTHERWISE.
3. COORDINATES SHOWN ARE TAKEN TO THE CENTERLINE OF ROADWAY OR CENTERLINE OF CENTERLINE OF FENCE UNLESS NOTED OTHERWISE.
4. SEE GEORGIA DEPARTMENT OF TRANSPORTATION DESIGN STANDARDS FOR REFERENCES TO GDOT STANDARD DRAWINGS. ALL SUBSEQUENT SPECIFICATIONS AND STANDARDS SHALL APPLY.
5. ALL WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AND LOCAL AND GOVERNMENT CODES, ORDINANCES, AND REGULATIONS. IN CASE OF CONTRADICTION OR DISCREPANCY BETWEEN REQUIREMENTS CONTRACTOR SHALL INCORPORATE WHICHEVER IS MOST STRINGENT. WHERE A QUESTION REMAINS ON WHICH REQUIREMENT IS MOST STRINGENT CONTRACTOR SHALL SUBMIT ISSUE TO CITY OF ATLANTA IN WRITING.
6. ALL WORK SHALL BE CONDUCTED IN A PROFESSIONAL WORKMANSHIP MANNER USING QUALITY MATERIALS. WORK SHALL CONFORM TO CITY OF ATLANTA'S STANDARD SPECIFICATIONS (CURRENT EDITION), UNLESS INDICATED OTHERWISE OR AS DIRECTED BY CITY OF ATLANTA.
7. WHEN CONSTRUCTION WORK RESTRICTED TO BEING PERFORMED WITHIN EASEMENTS, CONTRACTOR SHALL CONFINE WORK WITHIN THE PERMANENT AND TEMPORARY EASEMENTS.

RECORD DRAWING NOTES

1. CONTRACTOR SHALL MAINTAIN UPDATED RECORD DRAWINGS AT ALL TIMES THROUGH THE DURATION OF THE PROJECT. CONSTRUCTION RECORD DRAWINGS SHALL BE SUBMITTED TO CITY OF ATLANTA.
2. DURING CONSTRUCTION OF THE PROJECT CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING TRACK OF ANY CITY OF ATLANTA-APPROVED FIELD CONSTRUCTION REVISIONS TO THE DESIGN DEPICTED ON APPROVED CONSTRUCTION DRAWINGS. THESE REVISIONS SHALL BE USED TO PREPARE RECORD DRAWINGS OF COMPLETED CONSTRUCTION.
3. ALL VARIATIONS IN PROJECT CONDITIONS, LOCATIONS, AND CONFIGURATIONS, AND ANY OTHER CHANGES OR DEVIATIONS FROM THE INFORMATION PRESENTED ON THE ORIGINAL APPROVED CONSTRUCTION DRAWINGS SHALL BE NOTED. THIS INCLUDES BURIED OR CONCEALED CONSTRUCTION AND UTILITY FEATURES THAT WERE REVEALED DURING CONSTRUCTION.
4. CITY OF ATLANTA SHALL REVIEW COMPLETENESS, ACCURACY, AND FORMAT OF SUBMITTED RECORD DRAWINGS. IF THE RECORD DRAWINGS ARE CONSIDERED UNACCEPTABLE, THEY SHALL BE RETURNED TO THE CONTRACTOR FOR CORRECTION AND RESUBMISSION.

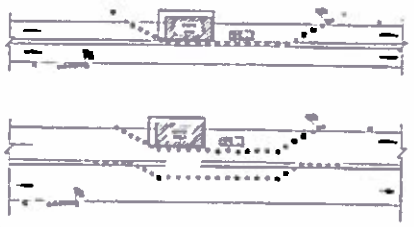
5. SAFETY REQUIREMENTS
   - 5.1. CONTRACTOR SHALL MAINTAIN SAFETY PRACTICES THAT CONFORM TO OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REGULATIONS.
   - 5.2. THE CONTRACTOR SHALL PERFORM ON-SITE INSPECTIONS THROUGHOUT THE PROJECT AND REMEDY ANY SAFETY CONCERNS IMMEDIATELY.
   - 5.3. THERE SHALL BE NO PERMANENT WASTE SITES ONSITE. ANY TEMPORARY WASTE AREA SHALL BE APPROVED BY CITY OF ATLANTA AND SHALL BE KEPT IN AN ORDERLY CONDITION. REMOVAL OF WASTE THAT IS NOT PROPERLY MAINTAINED IS SUBJECT TO THE DIRECTION OF CITY OF ATLANTA.
6. GASOLINE, DIESEL FUEL, OIL, AND HAZARDOUS WASTE RESULTING FROM CONTRACTOR'S OPERATIONS OR ACTIVITIES SHALL BE PROPERLY DISPOSED OF IN ACCORDANCE WITH THE SPECIFICATIONS AND LOCAL REGULATORY REQUIREMENTS AND PROPERLY REMOVED FROM THE PROJECT PROPERTY. IF HAZARDOUS MATERIALS ARE ENCOUNTERED OR UNCOVERED DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY CITY OF ATLANTA.

UTILITY NOTES

1. THE CONTRACTOR SHALL CONTACT ALL ASSOCIATED UTILITY COMPANIES AND AGENCIES PRIOR TO COMMENCEMENT OF WORK FOR THE LOCATION OF UTILITIES.
2. THE LOCATIONS OF STRUCTURES AND UNDERGROUND UTILITIES AS INDICATED HAVE BEEN OBTAINED FROM EXISTING RECORDS AND FIELD SURVEYS. UNDERGROUND STRUCTURES AND UTILITIES MAY BE PRESENT WHICH ARE NOT DOCUMENTED OR LOCATED.
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FIELD-VERIFY EXISTING STRUCTURES, UTILITIES, AND SURVEY INFORMATION AND TO TAKE NECESSARY PRECAUTIONS DURING DEMOLITION AND CONSTRUCTION. THE CONTRACTOR SHALL FIELD-CHECK ALL EXISTING CONDITIONS AND BE THOROUGHLY FAMILIAR WITH THE SITE BEFORE ANY WORK COMMENCES. ANY DISCREPANCIES IN THE DRAWINGS SHALL BE IMMEDIATELY REPORTED TO CITY OF ATLANTA BEFORE ANY FURTHER WORK COMMENCES. IN THE EVENT AN UNEXPECTED UTILITY OR STRUCTURE INTERFERENCE IS ENCOUNTERED, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY CITY OF ATLANTA.
4. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING ITEMS NOT TO BE DAMAGED DURING DEMOLITION AND CONSTRUCTION. THE CONTRACTOR SHALL REPAIR OR REPLACE DAMAGED OR DISTURBED ITEMS TO THE SATISFACTION OF CITY OF ATLANTA.

EROSION CONTROL NOTES

1. CONSTRUCTION ACTIVITY POLLUTION PREVENTION IS REQUIRED FOR THIS PROJECT. PREVENTION OF POLLUTION RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE ACCOMPLISHED BY CONTROLLING SOIL EROSION, WATERWAY SEDIMENTATION, AND AIRBORNE DUST GENERATION. CONTRACTOR SHALL ENSURE THAT NO SEDIMENT RESULTING FROM CONSTRUCTION ACTIVITIES INFRINGES ONTO ADJACENT PROPERTIES. CONTRACTOR SHALL COORDINATE EROSION AND SEDIMENT CONTROL WITH OTHER CONSTRUCTION ENTITIES PERFORMING WORK ON ADJACENT PROPERTIES.
2. SOIL EROSION AND SEDIMENT CONTROLS ARE MEASURES USED TO REDUCE THE AMOUNT OF SOIL PARTICLES THAT ARE CARRIED OFF AN AREA AND DEPOSITED INTO A DRAINAGE COLLECTION SYSTEM OR INTO A BODY OF WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT EROSION AND SEDIMENTATION ARE CONTROLLED TO THE EXTENT PRACTICABLE. ALL APPLICABLE SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED AND MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION ACTIVITIES. PRIOR TO INITIATING CONSTRUCTION IN AN AREA, ALL TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN PLACE. UPON PROJECT COMPLETION ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED.
3. TEMPORARY EROSION CONTROL SHALL BE THE CONTRACTOR'S RESPONSIBILITY WHO SHALL UTILIZE APPROPRIATE BEST MANAGEMENT PRACTICES (BMPS). THOSE BMPS SHALL CONSIST OF SILT FENCE, WATTLES OR OTHER MEANS TO CONTROL EROSION AS NEEDED.
4. ALL STORM DRAIN INLETS SHALL BE PROTECTED BY APPROPRIATE BMPS DURING CONSTRUCTION UNTIL ALL SOURCES WITH POTENTIAL FOR DISCHARGE TO THE INLETS HAVE BEEN STABILIZED.
5. ALL EXISTING DRAIN INLETS SHALL HAVE SILT FENCE PROTECTION INSTALLED IN ACCORDANCE WITH GEORGIA MANUAL FOR EROSION CONTROL. EROSION PROTECTION MAY BE REMOVED WHEN VEGETATION IS ESTABLISHED.
6. PERIMETER MEASURES SUCH AS SILT FENCE SHALL BE USED TO PREVENT SOIL AS SHOWN FOR GENERAL INTENT. CONTRACTOR MAY STAGE SILT FENCE INSTALLATION FOR ONLY THOSE AREAS DISTURBED BY CONSTRUCTION.
7. ANY DISTURBED AREA LEFT EXPOSED FOR A PERIOD GREATER THAN 7 OR 14 DAYS IN ACCORDANCE WITH SECTION 8.8.2 OF THE NPDES GENERAL PERMIT SHALL BE STABILIZED WITH TEMPORARY SEEDING. PERMANENT STABILIZATION SHALL BE ACHIEVED THROUGH PERMANENT SEEDING FOR ALL DISTURBED AREAS. SEE NCDOT SECTION 1660 FOR SEEDING REQUIREMENTS.
8. EROSION CONTROL DEVICES SHALL BE USED ANY MATERIAL STOCKPILES WHEN NECESSARY TO CONTROL EROSION AND STORM WATER RUNOFF.
9. STOCKPILED MATERIAL SHALL BE CONTAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM WIND CONDITIONS.



NOTE
1. CONTRACTOR SHALL SUBMIT CONSTRUCTION TRAFFIC CONTROL PLANS FOR APPROVAL TO CITY OF ATLANTA PRIOR TO ROADWAY CLOSURES.
2. ALL CONSTRUCTION BARRICADES, SIGNAGE AND SPACING SHALL MEET GDOT AND MUTCD REQUIREMENTS. SEE GDOT WORK ZONE SAFETY MANUAL FOR ADDITIONAL INFORMATION.

TYPICAL TRAFFIC CONTROL PLAN

PROJECT LOCATION

LOCATION MAP

SECTION IDENTIFICATION

SECTION AND DETAIL IDENTIFICATION

NOT FOR CONSTRUCTION

Name
Discipline
License No

no	date	by	chkd	description
1	1/26/17	JTS	JTS	FINAL REVIEW

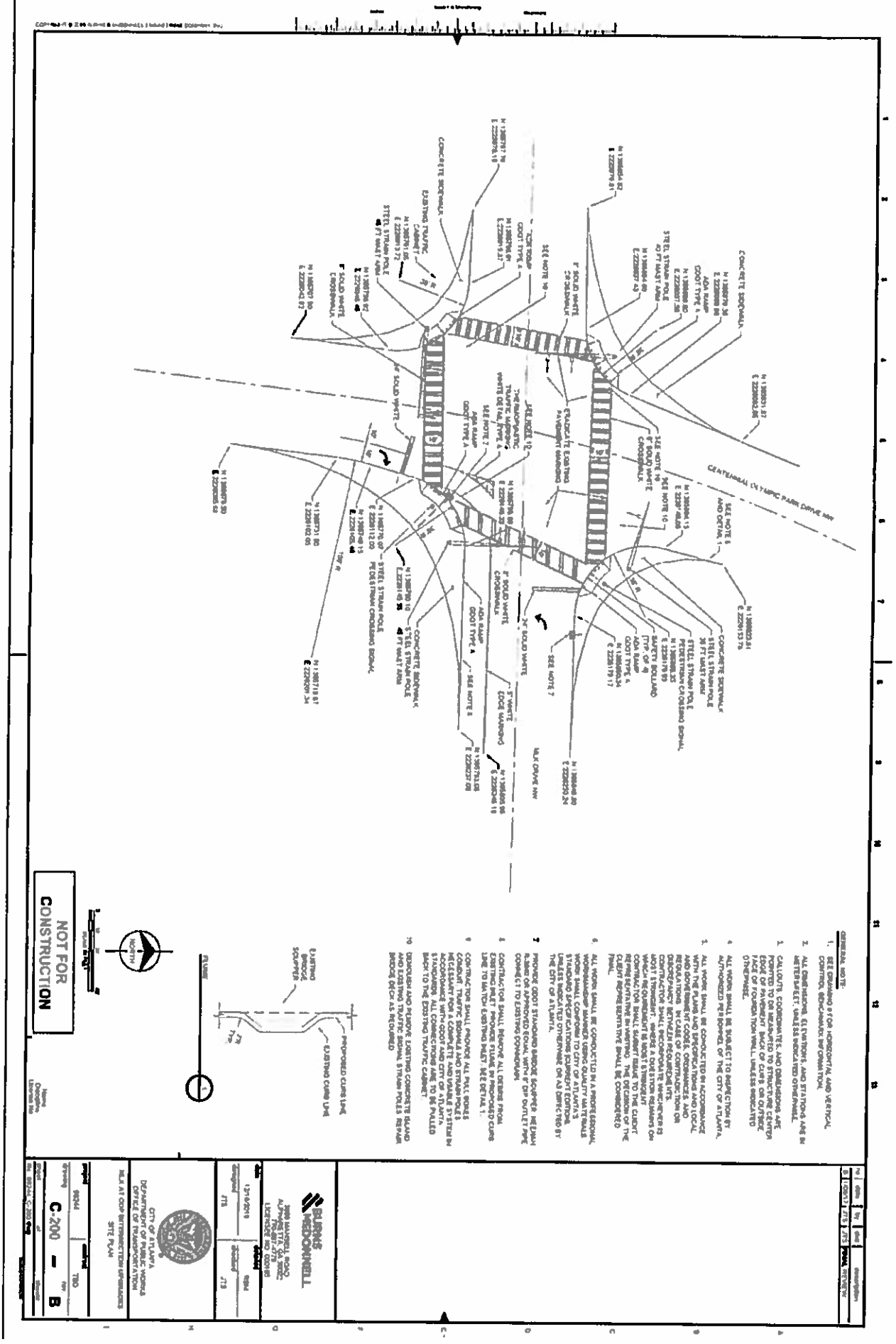
BURNS MCDONNELL
3595 MANSELL ROAD
ALPHARETTA, GA 30022
770-667-4778
LICENSE NO. 000166

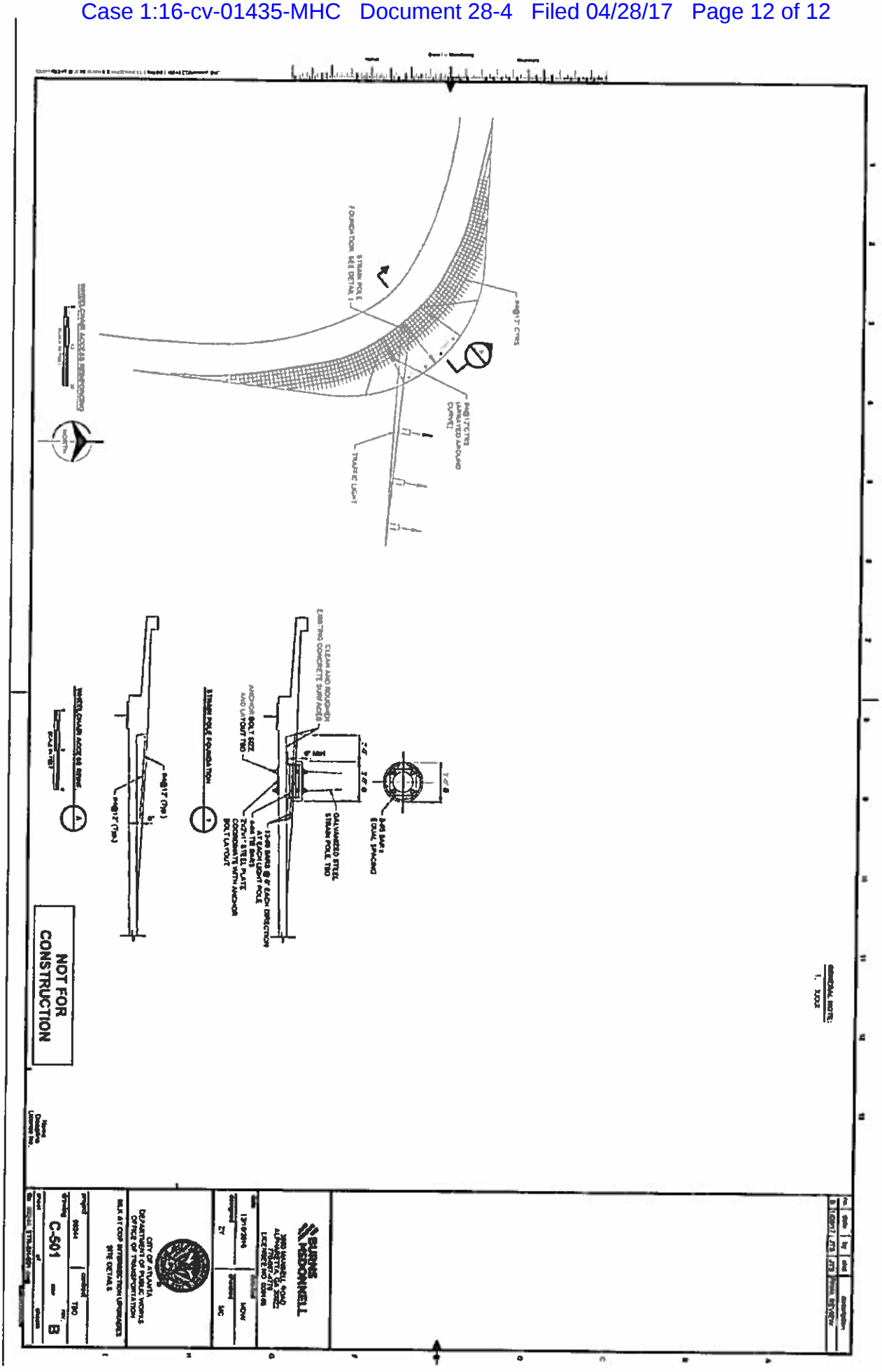
date	checked
12/19/2016	PSM
designed	drawn
JTS	JTS

CITY OF ATLANTA
DEPARTMENT OF PUBLIC WORKS
OFFICE OF TRANSPORTATION

MLK & I-20 EB INTERSECTION UPGRADES
GENERAL NOTES

project	contract
16244	TBD
drawing	rev
C-001	B
sheet	of
no. 16244 C-001.dwg	sheets


CENTENNIAL OLYMPIC PARK DRIVE NW
MLK DRIVE NW
NOT FOR CONSTRUCTION
NORTH
SCALE
EXISTING BRIDGE SCUPPER
PROPOSED CURB LINE
EXISTING CURB LINE
GENERAL NOTE
1. SEE DRAWING #1 FOR HORIZONTAL AND VERTICAL CONTROL BENCHMARK INFORMATION.
2. ALL DIMENSIONS, ELEVATIONS, AND STATIONS ARE IN METERS-FEET, UNLESS INDICATED OTHERWISE.
3. CALLOUTS, COORDINATES, AND DIMENSIONS ARE POINTED TO OR MEASURED TO STRUCTURE CENTER (EDGE OF PAVEMENT, BACK OF CURB OR OUTSIDE FACE OF FOUNDATION WALL UNLESS INDICATED OTHERWISE.
4. ALL WORK SHALL BE SUBJECT TO INSPECTION BY AUTHORIZED REPRESENTATIVE OF THE CITY OF ATLANTA.
5. ALL WORK SHALL BE CONDUCTED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AND LOCAL ORDINANCES. IN CASE OF CONFLICTS OR DISCREPANCY BETWEEN REQUIREMENTS, CONTRACTOR SHALL INCORPORATE WHICHEVER IS MOST STRINGENT. WHERE A QUESTION REMAINS ON WHICH REQUIREMENT IS MOST STRINGENT, CONSTRUCTION SHALL SUBMIT ISSUE TO THE CLIENT REPRESENTATIVE SHALL BE CONSIDERED FINAL.
6. ALL WORK SHALL BE CONDUCTED IN A PROFESSIONAL WORKMANLIKE MANNER USING QUALITY MATERIALS STANDARD EXCEPTIONS TO CITY OF ATLANTA'S UNLESS INDICATED OTHERWISE ON AS DIRECTED BY THE CITY OF ATLANTA.
7. PROVIDE GDOT STANDARD BRIDGE SCUPPER, PEDIMA ALUMINUM OR APPROVED EQUAL WITH 6" DIP OUTLET PIPE COORDINATE TO EXISTING CONDITIONS.
8. CONTRACTOR SHALL REMOVE ALL DEBRIS FROM EXISTING INLET, PROVIDE PLUMB IN PROPOSED CURB LINE TO MATCH EXISTING INLET, SEE DETAIL 1.
9. CONTRACTOR SHALL PROVIDE ALL PULL BOXES CONDUIT, TRAFFIC SIGNAL CABLE, AND APPURTENANCES NECESSARY FOR A COMPLETE AND WORKABLE SYSTEM IN ACCORDANCE WITH GDOT AND CITY OF ATLANTA STANDARDS. ALL CONNECTIONS ARE TO BE PULLED BACK TO THE EXISTING TRAFFIC CABINET.
10. DEMOLISH AND REMOVE EXISTING CONCRETE ISLAND AND EXISTING TRAFFIC SIGNAL STRAIN POLES. REPAIR BRIDGE DECK AS REQUIRED.
BURNS MCDONNELL
CITY OF ATLANTA
DEPARTMENT OF PUBLIC WORKS
OFFICE OF TRANSPORTATION
SITE PLAN
C-200
B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